#### MONITOR AND MERRIMAC.

The Battle Between These two War Monsters of Their Times-Who was Responsible for the Engagement? John Denison Champlin in New York Times: The controversy between Generals Miles and Shafter and between Admirals Sampson and Schley, or rather, between the respective partisans of those officers, in regard to the relative responsibility of each in the Santiago campaign, recalls a somewhat similar controversy between Admirals Marston and Worden in relation to the responsibility for the famous battle between the Monitor and the Merrimac. As I was in a measure responsible for this controversy, and was instrumental in obtaining from Admiral Worden a

teteresting and important contribution to the history of the event.

specific statement concerning his move

ments and orders precedent to the bat-

tle. I deem it best to put the matter or

record, especially as his statement is an

to the history of the event.

In 1882, in reply to some criticisms on my "History of the War for the Union," published the preceding year, I reviewed in The Nation the events leading up to the battle, concluding my summary as follows:

"This is a confession of that which history has already settled—that Lleutenant Worden in the Monitor braved further destruction by the Merrimac, Farthermore, he acted wholly on his own responsibility, for it does not appear that he received any orders, either from Washington or from his superiors at Hampton Roads."

To this last remark Rear Admiral

at Hampton Roads,"
To this last remark Rear Admiral
John Marston, who as captain of the
Roanoke was the senior office at Hampton Roads at the time, and of course
Lieutenant Worden's superior, took exceptions, and in a succeeding number
of The Nation replied:
"Sir:—My attention has recently been
drawn to a communication in The Nation."

drawn to a communication in The Na-tion in relation to the fight between the tion in relation to the fight between the Monitor and Merrimae, and, although I gave to the public in Harper's Weekly clated January 25, 1879), an account of the event, yet I feel myself called upon, even at this late day, to send you a few remarks on the subject, especially as the article above alluded to is in some expects at full.

respects at fault.
"In my communication" to Harper's
Weekly, when speaking of the period a
short time before the Merrimae came
down from Norfolk, I said: 'At this
time I was in command at Hampton
Roads. Some days before the Merrimae
came down from Norfolk I received
from the navy department several telegrams ordering me to send the Monitor
to Washington immediately on her arrespects at fault. to Washington immediately on her arrival. On the night of the 8th of March
-the day on which the Merrimac came
down and sunk the Cumberland, and was burned-at about k the Monitor arrived. 'clock the Monitor arrived. Captain vorden immediately came on board to Roanoke and reported his arrival to the . I inquired into his condition, hich was not a very favorable one; is men were all green, as they knew to the grade of the Monitor. A few moments' effection, however, determined the as

ction, however, determined me as the course I should pursue. I information with the course I should pursue I information with the course of th and on the following day the is known to an astonished and lng world,"

result was known to an astonished and an admiring world."

While I did not care personally whether Capitaly Worden acted under orders from Marston or on his own responsibility. I believed that my statement, at which Admiral Marston had taken umbrage, was justified by the evidence, and as Admiral Marston necompanied his remarks by some animal versions on the ignorance of a civilian who could for a moment suppose that a junior navel officer would assume any responsibility in the presence of his superior, I determined to prove my position, if possible. But, as I had no means of refuting so specific a statement rave by reference to Admiral Worden himself, with whom I had no personal acquaintances. I wrote a note to my friend, Capitain G. V. Fox, who had been the assistant secretary of the mary under President Lincoln's admiral from him a plain statement of the facts of which he alone could be cognizant, to response I received two letters from Capitain Fox, the first inclosing a brief denial of Admiral Marston's position by Admiral Worden himself. The first, I published as a sufficient answer to Admiral Marston's claim, and he never replied to it. The longer statement has lever beever as a sumblent answer to Admiral Mar-ston's claim, and he never replied to it. The longer statement has never been published, according to my knowledge. Captain Fox's letters are both worth qualities, as they throw light on the at-tendant circumstance.

quoting, as they throw light on the attendant circumstances:
"Dear Mr. Champlin:—I have your note and The Nation on the 20th. You will not have to give up anything in yours of the 2d ult. Inclosed find a copy of Worden's statement made last winter to me when we talked this subject over. I have made a mem. to precede it, which you may find useful to guide you, I could suggest much more, but let the matter he between Worden and Marston. W. is right, M. nor any one else had any confidence in the Monitor until after the fight. He (M.) had not confidence enough in her to give any orders whatever. I tried twice to see you in N. Y. Yours sincerely. G. V. FOX. "Washington, D. C., 1,500 I St., N. W." As the "mem." referred to in the above letter added nothing to Admiral Worden's statement. I suppressed it, and published the latter without comment. Captain Fox's second letter is still more specific: "1.500 I Street, Dec. 9, 1882.

still more specific

still more specific:

"L500 I Street, Dec. 9, 1882.

"Denr Mr. Champlin:—I have yours of resterday. When you were collecting material for correcting your history. I mentioned the fact to Worden and told him of Marston's claim. He had never seen it, denied it particularly, and at my request wrote out the facts in his army request wrote out the facts in his continuous continuous properties. You can keep it until your article published, so that you will be able to hold the proof in wour own hands. Nothing is more common than for an old more common than for an old placed in such a position, finally me to the conclusion that he alone This is the gist of his 79 article, claimed seventeen years at-ier the event, I did not get these until the next day. "Whether you shall use this statement to justify your correction, denied some-

A hacking cough is a gravecongn; the sooner you get rid of it the better. Don't wait until it develops better. Don't wait until it develope into consumption, but use the cele-brated Dr. John W. Bull's Cough Syrup at once. It is a wonderful remedy for all throat and lung affec-tions, and will cure a deep-seated cough or cold in a few days.



what offensively by Marston, you must judge. Worden drew this up after hearing M.'s claim. Preserve it Yours, "G. V. FOX."

Admiral Worden's Statement. "Memoranda in reference to the move ments of the Monitor in February and March, 1862, and the orders under (which) she acted prior to her leaving New York for Hampton Roads, On February 21 I received the follow-ing order from the navy, department viz.:

viz.: Sir: Proceed with the United States steamer Monitor, under your command to Hampton Roads, Va., and on your arrival there report by letter to the de-

Dartment,
Commodore Paulding has been instructed to charter a vessel to accompany the Monitor, provided none of our

vessels are going south about the time she sails.

Transmit to the department a muster roll of the crew and a senargic leave she sails.

Transmit to the department a muster roll of the crew and a separate list of the officers of the Monitor before sailing from New York.

1 am, very respectfully, your obedient servant,

GIDEON WELLES.

To Lieut, John L. Worden, commanding &c. &c.

To Lieut, John L. Worden, command-ing, &c., &c.
On February 27, in obedience to the above order, I left the mayy yard, New York, bound for Hampton Roads, but in going down the East river a serious de-fect in her steering apparatus was de-veloped, and her movements could not be controlled. I therefore returned with her to the yard, to have the defect rem-edled.

her to the yard, to have the detect reneedled.
On March 4, the rearrangement of her—steering gear having been completed, and a satisfactory trial of it been made, I received the following order:
Navy Yard, New York, March, 4, 1862.
Lieut. Commanding John L. Worden, United States steamer Monitor:
Sir: When the weather permits, you will proceed with the Monitor under your command to Hampton Roads, and on your arrival report to the senior naval officer there. al officer there. I have hired the steamer James Free

born to tow the Monitor, and have di-rected the propellers Sachem and Curri-tuck to attend you to the mouth of the Chesapcake. If it should be necessary Chesapeake. If it should be necessar, to retain them longer, you are author ized to do so.

When you have no further use or oc

when you make no turther use or oc-casion for the Freeborn, be pleased to give the captain a certificate, with di-rections to return to New York, and immediately on his arrival report to me. Wishing you a safe and successful pas-sage, I am, respectfully, your obedient

servant,
H. PAULDING, Commandant. servant.

H. PAULDING, Commandant.

Under this order I left the navy yard on the morning of March 5, and reached Hampton Roads about 9 p. m. of March 8, and Immediately reported in person to Captain Marston, commanding the Roanoke, the senior officer there. In my short interview with him mothing was said by him as to any orders he had received from the navy department to send the Monitor up the Potomae, and I left his ship with the verbal understanding that I was to go to the assistance of the Minnesota , then aground off Newport News, which I did immediately on my return to my ship.

JOHN L. WORDEN,

Rear Admiral United States Navy,
Washington, D. C., Feb. 2, 1882.

Captain Fox's statement that "Marston nor any one else had any confidence in the Monitor after the fight" was strengthened by his verbal description to me of the demoralization of the officials at Hampton Roads incident to the advent of the Merrimae.

clais at Hampton Roads incident to the advent of the Merrimac. This demor-alization was by no means surprising The appearance of the ironclad was the alization was by no means surprising. The appearance of the ironclad was the introduction into warfare of an unknown element, the consequences of which could not be foreseen. Her apparent invulnerability and her destructive powers, demonstrated at so fearful a cost to us the day before, led every one who witnessed that demonstration to fear the worst. It was believed that the monster, portentous rumors of which had long been rife, could ascend the Potomac and destroy Washington, or even shell New York, and lay the metropolis under contribution to her guns. General Wood, in command at Fort Monroe, had telegraphed to the government that it was thought the Merrimac would pass the fort that night. Captain Marston had himself just returned from the unequal combat, leaving behind him the bones of the Cumberland and the Minnesota, with the Minnesota fast aground, awaiting a similar fate with the coming of daylificant-looking Monitor the "Yanken infoath-looking Monitor the "Yanken infoath-looking Monitor the "Yanken infoath-looking Monitor the "Yanken in the Minneson in the "Yanken infoath-looking Monitor the "Yanken infoath-looking Monitor the "Yanken in the manual complexity of the looking Monitor the "Yanken infoath-looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the "Yanken in the supplied of the looking Monitor the supplied of the looking Monito the Minnesota fast aground, awaiting a similar fate with the coming of daylight. To him, the arrival of the Insignificant-looking Monitor, the "Yankee cheese-box on a plank," as the Confederates derisively called her — could scarcely bring much hope for the morrow. The testimony is that everybody was disappointed when she came into the Reads, for no one who had not examined her internal structure could know anything of her strength, and it does not appear that Captain Marston went on board of her. All he did was to give Worden verbal orders to "go to the assistance of the Minnesota," orders which Worden obeyed at once — that very night. Worden's action on the next day, in leaving the Minnesota and going out to meet the Merrimae was on his own responsibility, for he alone had confidence enough in the Monitor to pit her against eo formidable an antrementation of the mean translet and the second of the mean translet and the second of the confidence and the confidence on the confidence on the confidence and the second of the mean translet, and to be confidence and antrementative and to the confidence of the mean translet, and to the confidence and the confidence on the confidence on the confidence on the confidence on the confidence of the mean that the confidence on the confidence of the confidence on the confidence on the confidence of the confidence on the confidence of the confidence on the co to pit her against so formidable an an to pit her against so formidable an an-tagonist; and to him, together with Er-icsson, who contrived the Monitor, his-tory should give the credit of our de-liverance from one of the greatest per-ils that ever threatened a nation. It its that ever threatened a nation. It was not only the safety of a few ships and possibly a few cities that was assured on that memorable morning. The question of the perpetuity of the Union was then settled or it showed the nations that would have welcomed our division that we were possessed of an arm that could defy their navies and could defend our coasts against the world.

DIPHTHERIA relieved in twenty minutes. Almost miraculous. Dr. Thomas' Eclectric Oil. At any drug

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Baltimore & Ohio Railroad.

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#### A Lamplight Companion.

A Lamplight Companion.

Between now and spring time there will be many opportunities of an evening to read up on the different portions of the Great Northwest.

To this end the Chicago, Milwaukee & St. Paul Rallway Co, has printed for free distribution to eastern farmers a number of illustrated instructive pamphlets regarding the various states traversed by its lines.

In sending your address to W. E. Powell, general immigration agent, Old Colony Building, Chicago, Ill., please say if your preference is for information about Wisconsin, Jowa, Minnesota, Northern Michigan or North Dakota.

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#### FINANCE AND TRADE.

The Features of the Money and Stock

Markets. NEW YORK, Feb. 15 .- Money on call steady at 2463 per cent; last loan 2% per cent. Prime mercantile paper 240 3¼ per cent. Sterling exchange firm, with actual business in bankers' bills at \$4 86@4 86% for demand at \$4 84@4 84% for sixty days; posted rates \$4 841/2 and 167 sixty days; posted rates \$4.54; and \$4.55 and \$4.854.46 \$7. Commercial bills \$4.854.854.854; silver certificates nominal at 594.6604c. Bar silver 59%c. Mexican dollars 47%c. Many stocks are materially advanced on the stock exchange to-day, with dealings considerably larger than on yesterday. Generally the early market

yesterday. Generally the early market was more animated than of late and was more animated than or me and strength developed on pool manipulation and commission house buying. London sold about twenty thousand shares of stock, principally Northern Pacific, while Berlin was reported as being a purchaser of this stock. Northern Pacific common in the local market received pronounced support, apparently on pool buying and on large dealings advanced three points. Around 53, at which point London was selling, enormous blocks of stock were absorbed, although the price hung for a long time at 53%c. The advance in this stock progressed in spite of the dissemination of a report that the officials of the company denied that the preferred stock would be retired or that such a project had been considered. As Northern Pacific common was the feature of strength, so was Burlington prominently weak. This stock which was advanced yesterday in anticipation of action on the part of the Burlington directors on a refunding scheme opened unchanged, developed weakness and made an extreme decline of over three points. The lowest figure was on the announcement that nothing had been done regarding refunding at to-day's meeting in Boston. This brought large realizing sales, but the stock recovering left its net decline only two points. The weakness of Burlington had but little effect on the other grangers, which displayed more or less strength at intervals. The high-priced investment shares were conspicuously strong, especially New York Central and Pensylivania. Scuthern Pacific and Central Pacific developed pronounced strength, especially toward the close. New York Air Brake, which has been rather neglected of late, made a sensational advance of 1%c. There was considerable covering of short sales by traders while stock was supplied by houses with Boston and Chicago connections. There were some sharp recessions during the attention at the time when Burlington and Sugar were freely offered down, but prices picked up and continued to improve to the close, the leader in the recovery being Northern Pacific common.

BONDS AND STOCK QUOTATIONS.

| BONDS AND STOCK QUOTATIONS | U. S. new 4s reg. [287] | Plitsburgh | 150 do coupon | 1283 | Reading | 225 U. S. 4s | 113 do seconds | 59 U. S. 5s reg. | 1124 do preferred | 614 do preferred | 514 do preferred | 514 do preferred | 514 do preferred | 514 do preferred | 515 do preferred | 516 do preferred | 516 do preferred | 516 do preferred | 517 do preferred | 517 do preferred | 518 do pre 

### Breadstuffs and Provisions.

CHICAGO-Heavy buying for the long rescued declining prices in the wheat pit. After an early slump of \$40%c, May wheat left off unchanged. Corn-closed with a loss of \$4c and oats \$5c. Pork and ribs are a shade higher, and

closed with a loss of \( \frac{1}{3} \) and onts \( \frac{1}{3} \) can dribs are a shade higher, and lard unchanged.

Expectation of an increase in country receipts, owing to the mild weather, together with considerably lower quotations for Liverpool, started wheat weak. May opened \( \frac{1}{3} \) \( \frac{1} \) \( \frac{1}{3} \) \( \frac{1}{3} \) \( the same day last year. The exports from Atlantic seaports were remarkably small, presumably because of the stormy weather recently prevailing there. Without returns from Newport News or the Gulf perts only 24,000 bushels of wheat and 2,200 barrels of flour were cleared during the last twenty-four hours. The flour trade was reported to be stagnant, as far as export demand was concerned, and the domestic trade was only of a retail chracter. Damage from the recent cold weather was both affirmed and denied. Under these influences the market ruled dull and heavy, and when Bradstreet's statement of the world's visible supply, showing an increase of 1.878,000 bushels was announced, it added to the weakness, May declining to 72c. At that point, however, contrary to the expectations of the bears, instead of striking a lot of stop loss selling orders the market ran against a number of heavy orders to buy, and shorts took alarm, and in their anxiety to get under cover bid May up to 73c. It closed at 727sc.

The receipts of corn were too liberal to permit of any further growth of buil feeling, and with continued mild weather still heavier arrivals were thought probable in the near future. There was a good deal of liquidation of long property, but the market was helped a little toward the end by the concluding strength in wheat. Receipts were 891 cars. May opened 4.674c lower at 35% 603%c, declined to 364636%c, rose to 364636%c, rose to 364636%c, rose to 364636c, and closed at 36464c lower at 38464c lower at 3846deline at the yards depreased provisions.

28%c.
Enormous receipts of hogs and a de-cline at the yards deprensed provisions. Liberal export sales of lard and a fair cash demand for meats caused a small rally near the end. May pork opened

2½65c lower at 29 95610 00, declined to 39 92½, advanced to \$10 02½610 05, the closing figure. The range in lard and ribs was nar-

ow. Estimated receipts Thursday: Wheat, 80 cars; corn, 500 cars; oats, 55 cars; hogs, 40,000 head. The leading futures ranged as follows: Without SPAT Bottom A

Open.	High.	LOW.	Close.
1011/101	12 NHc	de S	0.00
71%	7174	71%	7274 71%
36%	37	3014	
377%	3774	37 37%	3714
2214	28%	2814	287
26%	2678	26	2614
9 95	10 05	9 92%	10 03
		5 60	5 65
5 8214			
5.00	5 0234	4 971	5 0214
5 10 5 25	5 15 5 25	5 10 5 25	5 15
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Cash quotations were as follows:
Flour dull.

Wheat—No. 2 spring 67@70c; No. 3 spring 64@90c; No. 2 red 71½c.
Corn—No. 2, 35½@35½c; No. 2 yellow 35½@36c.
Oats—No. 2, 28c; No. 2 white 30¼@30½c; No. 3 white 29½@30¼c.
Rye—No. 2, 55½c.
Barley—No. 2, 54½c.
Barley—No. 2, 54½c.
Flaxseed—No. 1, 51 17@1 20½.
Timothyseed—Prime \$2 42½.
Pork—Mess, per barrel \$9 85@9 90.
Lard—Per 100 lbs \$5 47½@55 50.
Short ribs—Sides (loose) \$4 70@4 90.
Dry salted shoulders (boxed) \$4 70@4 90.
Short clear sides (boxed) \$5 50@5 15.
Whisky—Distillers' finished goods, per gallo \$1 25. illon Sugar—C -Cut loaf 5.10@5.20c; contract

grade 6.50c.
Butter-Firm; creamerles 14@23c; duiries 11½@15c.
Eggs-Steady; fresh 25c.
Cheese-Steady; creamerles 9½@11c.
NEW YORK-Flour, receipts 8,000 barrels; exports 2,000 barrels; market fractive and nominally easier; Minnesota patents \$3 55@4 20; winter straights \$3 55@2 65.
Wheat agrants 21 200 barrels

Wheat, exports 24,200 bushels: market strong; No. 2 red 85%c f. o. b. afloat; options opened weak; closed firm at partial 1/2 net advance; March closed at 82%c

ed at 82%c. Corn, recelpts 975 bushels; exparts 195.260 bushels; spot market firm; No. 2, 437%G454c f. o. b. aftont; options closed steady at 44c net decline; May closed steady at 4c net decline; May closed at 415a. Oats, receipts 8,000 bushels; exports 8,500 bushels; spot market strong; No. 2, 35½c; No. 2 white 55½@37c; options dull, Hops steady, Hides firm, Tailow quiet,

Hops steady, Indes arm, Tailow quiet, but steady, Cottonseed off irm, Rice firm, Molasses firm, Coffee, options opened steady and unchanged; closed 5 points higher and steady; sales, 12,000 bags.

Sugar, raw quiet and steady; refined

steady.

BALTIMORE—Flour dull and unchanged; receipts 12,900 barrels; exports 65 barrels. Wheat easy; No. 2 red spot and, month 14%074%; March 75½67 75%; receipts 1,900 bushels; exports none. Corn easy; mixed spot and month 35%4635%; March 35%4635%; April 35%67, No. 2 mixed western 35%4635%; No. 2 mixed western 36%4637; No. 2 mixed western 36%467; receipts and exports none. Butter steady; fancy creamery 24625c; do imitation 14@19c; do ladie 15%16c; packed 11@13c; rolls 12%15c. Eggs firm and unchanged. Cincinnati-Cattle steady. Wheat

CINCINNATI—Cattle steady, Wheat steady; No. 2 red 75c. Corn dull; No. 2 mixed 35½c. Oats easy; No. 2 mixed 39c. Hye steady; No. 2, 65c. Lard easy at mixed 35-96. Oats casy; No. 2 mixed 30c. Hye steady; No. 2, 65c. Lard easy at \$5-30. Bulkmeats dull at \$4-90. Bacon dull. Whiskey steady at \$1-26. Butter dull. Sugar steady. Eggs easler and lower at 20c. Cheese firm.

#### Live Stock.

Live Stock.

CHICAGO — Cattle, fancy cattle brought \$5 90@ 00; choice steers \$5 50@ 5 75; medium steers \$4 75@4 95; beef steers \$4 00@4 76; buils \$2 75@4 25; cows and helfers \$3 20@4 00. Caives \$5 00@7 50. Hogs, fair to choice \$3 75@@3 85; packing lots \$3 55@3 76; mixed \$3 55@3 80; butchers \$3 60@4 85; light \$3 55@3 80; butchers \$3 60@4 85; light \$3 55@3 80; packing lots \$3 20@3 55. Sheep, lambs \$4 00@ 5 00; chiefly \$4 70@5 00; common to prime sheep \$2 50@4 50; not many selling under \$3 75; yearlings \$4 25@4 70. Receipts—Cattle, 17,500 head; hogs, 48,600 head; sheep, 2000 head.

EAST LIEERTY—Cattle steady; ex-

48,000 head; sheep, 27,000 head.
EAST LIBERTY—Cattle steady; extra, \$5,50@5 75; prime, \$5,25@5 50; common, \$3,50@4 05; prime, \$5,25@5 50; common, \$3,50@4 05; prime, \$1,00@4 15; heavy yorkers, \$1,00@4 05; light Yorkers, \$1,50@4 06; pigs, \$3,75@3 90; roughs, \$2,50@5 05; 50@5 05; prime prim

3 50. Sheep, steady; choice wethers, \$4 50@ 4 50; common, \$2 50@3 50; choice lambs, \$5 20@5 30; common to good, \$4 00@5 15; veal calves, \$7 00@7 50. CINCINNATI-Hogs active and lower

#### Metals.

NEW YORK-Although tin eased off somewhat to-day, the general market shows no signs of a reactionary move-ment of consequence. This is due large-ly to continued demand from consumers together with encouraging advices from ty to continue demand from consumers together with encouraging advices from abroad and primary points. Spelter displayed the greater amount of strength in the local market. At the close the metal exchange called pig from warrants firm at \$8.50 nominal; lake copper unchanged at \$17.75 bid and \$18.00 asked; tin quiet, with \$23.75 bid and \$24.00 asked; lead quiet, but firm at \$4.50; spelter strong at \$9.25. The brokers' price for lead is \$4.20 and for copper \$18.50.

Dry Goods. Dry Goods.

NEW YORK—Demand for cotton goods showed an increase to-day. More buyers in town and mall orders more numerous. Some good sized bids for brown goods turned down, slightly below current quotations. Bleached cottons tending upward and advances expected in some leading makes, Prints in strong position throughout; also strong market in ginghams. Print cloths very firm. Staple dress goods in all weel and cotton warp cashmeres and Henriettas against buyers.

Petroleum OIL CITY—Credit balances, \$1 15; shipments, 24,700 barrels; runs, \$2,100 barrels.

Wool. NEW YORK-Wool steady.

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MADE ME'A MAN age; or six pkgcs (full treatment) for scitto, in plain wrapper, upon receipt of price. (Tableare, I AJAX REMEDY CO., 29 Dearborn Chicago, I For sale in Wheeling, W. Va., by Logan Drug Co. fel-tih&s

WILLIAMS'PILLS

A SURE RELIEF TO WOMAN for all troubles peculiar to her sex. [27 Send by mail or from our Agent. \$1.00 per box. WILLIAMS MFG. CO., Props., CLEVELAND, OHIO. For sale by C. H. GRIEST & CO., 1129 Market street.

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For sale by C. H. GRIEST & CO., 1139 Market street. d&w

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\*Daily, †Daily, except Sunday,
\*Sunday only.

Ticket Offices at Pennsylvania Station on Water street, foot of Eleventh street, Wheeling, and at the Pennsylvania Sta-tion, Bridgeport, SOUTHWEST SYSTEM—"PAN HAN-DLE ROUTE." Leave. Arrive From Wheeling to Wellsburg and Steubenville.

McDonald and Pittsburgh... Indianapolis and St. Louis... Columbus and Cincinnati...-Dayton Wellsburg and Steubenville, McDonald and Pittsburgh... Pittsburgh and New York... Philadelphia and New York Steubenville and Pittsburgh. Columbus and Chicago..... Philadelphia and New York Baltimore and Washington. Steubenville and Pittsburgh. McDonald and Dennison.... Pittsburgh and New York ... † 6:00 Indianapolis and St. Louis. 1 8:30 

NORTHWEST SYSTEM-CLEVELAND & PITTSBURGH DIVISION.
Trains Run Daily, Except Sunday, as fol-

From Bridgeport to Fort Wayne and Chicago. Canton and Toledo...... Alliance and Cleveland..... Steubenville and Pittsburgh Steubenville and Wellsville Steubenville and Pittsburgh p. m. 12:40 12:40 9:09 9:09 p. m. 1:10 1:10 1:10 1:10 1:10 Fort Wayne and Chicago... Canton and Crestline..... Alliance and Cleveland... Steubenville and Wellsville Philadelphia and New York Toronto and Pittsburgh ... 1:10 p. m 4:5 n. m 7:5 Baltimore and Washington 1:10 Staubenville and Wellsville 2:59 New York and Washington, 4:54 P. m. Steubenville and Pittsburgh, 4:51 4:55 Parlor Car Wheeling to Pittsburgh and 2:55 p. m. and 6:00 p. m. train, Central time, (One hour slower than Wheeling

J. G. TOMLINSON,
Passenger and Ticket Agent.
Agent for all Steamship Lines.

Wheeling & Elm Grove Electric Railway

Cars will run as follows, city time:

WHEELING TO ELM GROVE.
Leave Whoeling. Leave Elm Grove
1. in. p. m. a. m. p. m.
5.39 2.30 5:15 2:45
6.99 3.30 6:15 2:15 12:00 9:60 9:15 . m 2:30 9:50 12:45 9:45 12:00 10:00 1:35 10:15 12:0 10:30 1:45 10:45 2:40 11:00 2:15 11:00 Extras from Wheeling to Park and Re-

turn: LEAVE WHEELING. p. m. 3:55 4:15

THE MONONGAH ROUTE IS THE Short Line between Fairmont and Clarksburg, Quick Time-Fast Trains—Sare Connections, When traveling to or from Clarksburg or West Virginia and Pittsburgh railroad points, see that your tickets read via the Monogahela River Italiroad, Close Connections at Fairmont with B. & O. trains, and at Clarksburg with B. & O. and W. V. & P. trains. Tickets via this route on sale at all B. & O. and W., V. & P. R. Stations.

HUGH G. BOWLES, Gen'l Supt.

# News and Opinions RAILWAY TIME CARD.

Arrival and departure of trains on and after Novemer 9, 1885. Explanation of Reference Marks: "Daily, the Daily, except Sunday, tDaily, except Saturday, tDaily, except Monday, fSundays only, "Saturdays only, "Eastern Standard Time.

\*2:40 pm ... Pittsburgh and East... \*11:10 am
Depart. P., C., C. & St. L. Ry. Arrive,
East.

17:25 am ... Pittsburgh ... 19:30 am
19:45 am ... Pittsburgh ... 16:15 pm
19:45 am ... Pittsburgh ... 16:15 pm
19:45 pm Pitts... Phila. and N. Y. 42:25 pm
19:35 pm Pitts., Phila. and N. Y. 49:15 pm
17:00 pm Pitts., Bal., W.sh., N.Y. 10:15 am
17:30 pm Pitts., Bal., W.sh., N.Y. 11:25 am
West.

17:25 am ... Steub, and Dennison... 19:30 am
19:45 am ... Steub, Col., Cin., St. L. 17:67 am
19:45 pm ... Steub, and Dennison... 19:15 pm
19:39 pm Steub, Col., Cin., St. L. 17:67 am
19:39 pm Steub, Col., Cin., St. L. 17:67 am
19:39 pm Steub, Col., Cin., St. L. 17:55 pm
19:39 pm Steub, Col., Cin., St. L. 17:55 pm
19:39 pm Steub, Col., Cin., St. L. 17:55 pm
19:39 pm Steub, Col., Cin., St. L. 17:55 pm
19:39 pm Steub, Col., Cin., St. L. 17:55 pm
19:39 pm Steub, Col., Cin., St. L. 17:55 pm
19:39 pm Steub, Col., Cin., St. L. 17:55 pm
19:39 pm Steub, Col., Cin., St. L. 17:57 pm
19:39 pm Steub, Col., Cin., St. L. 17:57 pm
19:39 pm Steub, Col., Cin., St. L. 17:57 pm
19:39 pm Steub, Col., Cin., St. L. 17:57 pm
19:39 pm Steub, Col., Cin., St. L. 17:57 pm
19:39 pm Steub, Col., Cin., St. L. 17:57 pm
19:39 pm Steub, Col., Cin., St. L. 17:57 pm

B., Z. & C. R. R.

10:10 am Mall, Express and Pas 5:00 nm Express and Passenger Railroads.

### BALTIMORE & OHIO RAILROAD. Departure and ar-rival of trains at Wheeling. East-

Leave Arrive From Wheeling to Grafton and Cumberland... Washington and Baltimore. Philadelphia and New York Pittsburgh and Cumberland Washington and Baltimore. Philadelphia and New York Grafton and Cumberland... Washington (Pa.) and Pitts.

Zanesville and Newark...... Columbus and Chicago..... Zanesville and Columbus. Cincinnati and St. Louis. Grafton and Cumberland. Washington and Baltimore

Washington (Pa.) and Pitts. 2.340
Philadelphia and New York 2.350
Zanesville and Newark 2.315
Columbus and Chicago. 2.315
Grafton and Cumberland 4.445
Washington and Baltimore. 4.450
Pittsburgh and Cumberland 4.520
Washington and Baltimore. 5.230
Washington and Baltimore. 5.230
Philadelphia and New York 5.230
Zanesville and Columbus. 3.1140
Cincinnati and St. Louis. 3.1140
Cincinnati and St. Sundau. 3.1140

\*Dally, †Except Sunday.
Pullman Sleeping or Parlor Cars on all through trains.
T. C. RURKE.
City Passenger and Ticket Agent, Wheeling, Agent for all Steamship Lines.
F. D. UNDERWOOD. D. B. MARTIN, General Manager. Mgr. Pass, Traffic, Baltimore.



South Bound. | "7 | †1 | "3 | "5

Via P.,C.,C.&St.L.R. Pittsburgh, Pa...Lv Wheeling .....Ar Leave.
Wheeling
Moundsville
New Martinsville.
Sistersville
Williamstown
Parkersburg
Ravenswood
Mason City. Point Pleasant ..... 6:21 12:05 17:10 5:07 9:25 12:38 6:33 1:85 7:43 Gallipolis ...... Huntington ..... Via C. & O. Ry. Lv. Huntington... Ar. Charleston.... 12:35 4:27 4:27 p. m. 1:50 a. m. 92:30 3:45 p. m. Kenova Ar Via C. & O. Ry. Lv. Kenova Cincinnati, O. Ar Lexington, Ky. Ar Louisville, Ly. Ar

\*1:55 5:15 5:20 8:15 JOHN J. ARCHER, G. P. A. o THE o

Cleveland, Lorain & Wheeling MAILWAY COMPANY. Schedule in Effect November 13, 1893. Central Standard Time.

ARRIVE. Lorain Branch. | (a, m, p, m, p, m, a, m, 11 | 13 | 15 | 3

Lorain ..... 4:25 9:50 4:40 10:05 4:56 10:21 5:15 10:40 7:00 1:05 7:15 1:20 7:31 1:38 7:53 1:57 Lester . a. m. p. m. p. m. a. m. Main Line. 1 3 7:20 1:000 7:36 1:156 8:19 2:02 8:28 2:11 8:47 2:36 8:54 2:36 8:54 2:36 8:54 2:36 8:54 2:36 9:44 3:23 9:41 3:23 9:43 3:24 10:31 4:11 10:31 4:11 11:25 4:50 1:30 7:60 Main Line.
Cleveland
Brooklyn
Lester
Medina
Seville
Sterling
Warwick
Canal Fuiton
Massillon
Justus 7:02 7:21 7:36 8:08 8:16 8:35 Uhrlehsville ..... Bridgeport ..... Bellaire ..... DEPART.

p. m. p. m. Main Line. Bellaire
Bridgeport
Uhrichsville
New Philadelphia
Canal Dover
Justus 5-50 5-20 5-20 5-20 5-25 Justus Massilion Canal Fulton. Warwick

n. m. a. m. p. m. p. m. 12 14 16 19 Lorain Branch. 8:20 16:50 5:53 8:38 11:07 6:13 8:55 11:21 6:30 9:10 11:35 6:45 Sunday trains between Uhrichsville and Cleveland. Other trains daily except Sun-

M. G. CARREL, G. P. A.